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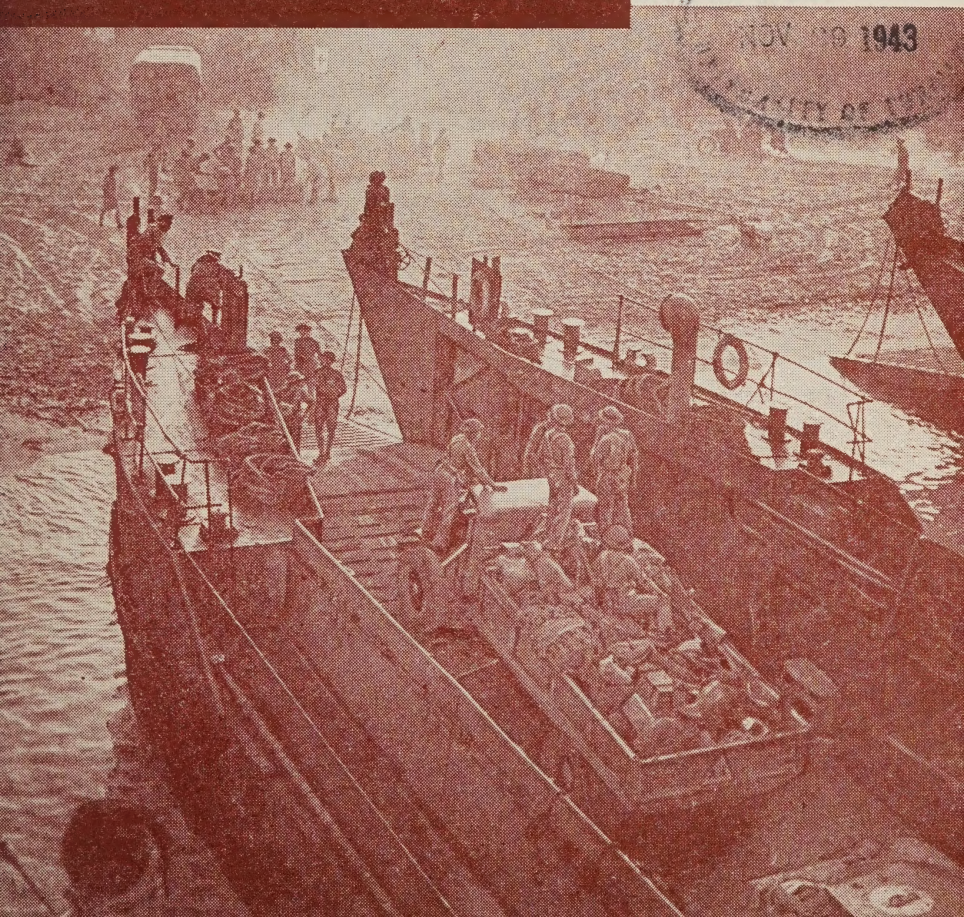
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CANADA AT WAR

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Contents for November



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The Cover: The Eighth Army, including Canadian units, lands in Italy.

CANADA AT WAR is a factual, monthly reference booklet of basic information on Canadian war activities.

Price Control Has Paid



"In price control, too, Canada's record has been good—better than we dared to expect two years ago when the ceiling was first put on. We have kept the cost of living under control, letting it rise only about 3% since December, 1941. Some increases in farm prices have had to be allowed or subsidies granted in order to maintain and balance farm production. As a consequence, farm incomes have now reached relatively good levels, and farm production is in reasonable balance. Wage levels have been stabilized, although not without great difficulty and increases here and there to bring some relatively low rates in line with prevailing levels. This stabilization program has been made possible only by overcoming many obstacles and resisting many pressures. It has been worth the struggle. All Canadians have benefited from the real protection it has provided to their cost of living."

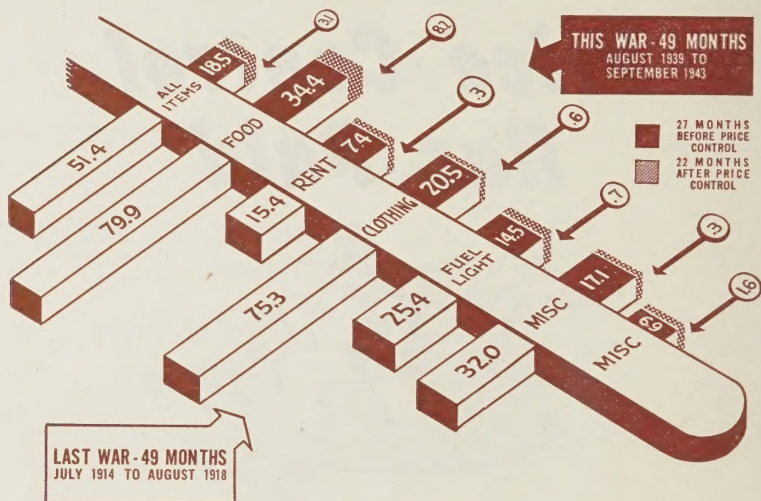
HON. J. L. ILSLEY, Minister of Finance.

THE chart on page 4 indicates how price control in Canada, established on December 1, 1941, has prevented repetition of the inflationary rise of prices that occurred in World War I.

Movements in living costs

during the first two years of both wars were parallel. In both cases there was an immediate advance of about three points, followed by a period in which no significant change occurred. In World War I this continued until the fall of 1915, while in 1940 a

COST OF LIVING INCREASES IN TWO WARS SHOW VALUE OF PRICE CONTROL



gradual advance commenced in March. However, the net increase of 3.4 points from January, 1915, to January, 1916, compared closely with the 4.4-point advance between January, 1940, and January, 1941.

In 1916 and 1941 the rate of increase accelerated during the latter half of the year, and by November the 1916 index on a pre-war base was 116.1 compared with 115.4 for November, 1941, on the base August, 1939 = 100.

Prices Reduced

From then on the parallel was broken because of the price ceil-

ing imposed in 1941. In 1917 living costs continued sharply upward, while in 1942 the increase was small, although upward adjustments in ceiling prices for beef and potatoes resulted in an advance of about two points in the second half of the year. This was almost balanced by a decline in January, 1943, as a result of governmental action in reducing prices for milk, tea, coffee and oranges by means of subsidies and an import duty reduction on oranges.

On a pre-war base the January, 1943, cost-of-living index of 116.2 compared with a January, 1918, index of 137.2. Simi-

larly the September, 1943, index of 118.5 was in strong contrast to the September, 1918, index of 149.2.

It has been calculated that for each increase of one point in the cost-of-living index, Canadian consumers pay about \$34,000,-000 a year in additional living costs. Had prices been permitted to rise in 1942 as they did in 1917, it would have cost Canadians \$350,000,000 more to live during 1942, or an average of at least \$30 a person. Should prices remain stabilized through 1943, instead of continuing upward as they did in 1918, there will be a saving to Canadians of \$850,000,000.

Foods Under 35%

Many persons are skeptical when it is stated that the cost of living had risen only 18.5% during this war up to September 1, 1943. They cite as examples the increased prices of certain foods,

such as meats, cheese and butter, which increases in some cases have been more than 70%.

All foods, however, represent less than 35% of the cost-of-living index, and while some foods have risen substantially in price, others have remained fairly steady or even declined.

Six Index Groups

While the cost of food had risen 34.4% up to September 1, some groups of items in the cost-of-living index had gone up only slightly. For instance, rent and miscellaneous items, including health costs, recreation, transportation and life insurance, showed only minor increases, but they form more than 38% of the family budget.

The following tabulation shows the six main groups in the index, the proportion that each represents in the total and the percentage that each group has risen since the beginning of war:

Budget Group	Percentage in Total Index	Wartime Percentage Price Increase September, 1943
Foods	34.6	34.4
Fuel and Light	5.7	14.5
Rent	17.8	7.4
Clothing	12.1	20.5
Home furnishings and services	8.9	17.1
Miscellaneous items . .	20.9	6.9
	<hr/> 100.0	

In questioning the reliability of the cost-of-living index, the average person usually over-emphasizes the importance of certain large price increases. For example, a Dominion average of retail bacon prices rose 46.8% from August, 1939, to August, 1943, and lard rose 72.2% during the same period. On the other hand bread rose only 10.3%, and

milk fell 5.5%. The average of these price changes is an increase of 30.9%, but that is not a true picture; for the ordinary family spends much more money each week on milk and bread than it does on bacon and lard. Actually the increase in the weekly cost of these four items was only 6%, as the following tabulation indicates:

Item	Amount in Weekly Budget	Average Price August		Budget Cost August		Percentage Change
		1939	1943	1939	1943	
		Cents		Cents		
Bacon.....	.7 pounds	31.4	46.1	22.0	32.3	+46.8
Lard.....	.2 "	10.8	18.6	2.2	3.7	+72.2
Bread.....	12.1 "	5.8	6.4	70.2	77.4	+10.3
Milk.....	10.5 quarts	10.9	10.3	114.5	108.1	- 5.5
TOTAL..				208.9	221.5	+ 6.0

The Dominion Bureau of Statistics, which constructs the cost-of-living index, decided how much weight to give to each group and individual item in the index on the basis of experience. In 1937 and 1938 it made a study of the living expenses of nearly 1,500 Canadian families. These families were especially chosen as typical wage-earning families; each consisted of a husband and a wife and one child or more. The average number of persons in the family was 4.6, and the average income was \$1,453 a year.

Officials from the bureau obtained from these families a careful record of their expenditures during the 12 months from October, 1937, to September, 1938. It was on the basis of these records that the bureau knew how much importance to give to the various kinds of food, clothing, recreation and all the other things that come into the family budget.

Changes that have occurred since then have been taken into account. When silk stockings went off the market they were replaced in the index by rayon

DOMINION AVERAGE RETAIL PRICES OF SPECIFIED FOOD COMMODITIES

	July 1914	August 1918	August 1939	November 1941*	December 1941**	September 1943
	c.	c.	c.	c.	c.	c.
Beef, sirloin (lb.)	24.6	39.2	27.9	34.1	33.7	40.6
Beef, shoulder (lb.)	17.2	29.3	16.0	21.4	21.1	28.8
Veal, roast (lb.)	19.1	31.0	16.9	23.6	23.5	30.6
Pork, fresh loins (lb.)	22.0	41.3	26.0	32.7	32.5	36.2
Bacon, breakfast (lb.)	27.7	55.7	32.5	43.4	43.0	45.6
Lard, pure (lb.)	18.5	37.0	11.4	18.2	17.2	18.5
Eggs, fresh (doz.)	27.0	53.8	30.4	51.3	47.6	52.2
Milk (qt.)	8.5	12.0	10.9	12.1	12.1	10.4
Butter, creamery (lb.)	31.5	55.0	27.3	37.5	38.4	38.7
Cheese (lb.)	19.6	31.1	20.8	36.3	36.3	34.6
Bread, plain, white (lb.)	4.3	8.0	6.3	6.7	6.7	6.7
Flour, white (lb.)	3.7	7.6	3.3	4.2	4.2	4.2
Rolled oats (lb.)	4.3	8.0	5.0	5.7	5.6	5.7
Rice (lb.)	5.9	12.0	8.3	10.5	10.5	12.7
Beans, hand-picked (lb.)	5.9	16.8	5.1	6.6	6.6	6.6
Prunes (lb.)	13.1	19.2	11.4	13.3	13.2	14.3
Sugar, granulated (lb.)	5.5	11.2	6.5	8.6	8.6	8.6
Sugar, yellow (lb.)	5.0	10.2	6.3	8.3	8.3	8.4
Tea, ½ lb. (pkg.)	18.4	30.8	29.5	42.2	42.7	38.7
Coffee (lb.)	37.5	45.1	33.8	48.6	47.9	44.2
Potatoes (pk.)	25.3	45.1	32.8	29.4	29.5	51.9

*Before price ceiling.

**After price ceiling.

stockings. Automobile tires and tubes, steel frying pans and bananas have been removed since they are no longer available in quantity. The weighting given to tea, sugar and motor operating costs has been reduced on account of rationing.

When items are taken out of the index budget, the amount of money that used to be spent on them is distributed among other items in the index.

The index aims to record a fixed standard of living. Since the beginning of the war many families have increased their family income and as a result have bought better clothes, more expensive foods, etc., than they

formerly did. The index does not record higher living expenses resulting from better living.

Reported Regularly

The bureau gets regular reports on the prices of all goods and services going into the index from a wide assortment of towns and cities throughout Canada. In the case of foods, many of which have wide seasonal price changes with a resulting variation in consumption, the bureau picks out those items on which a representative price can be obtained from month to month. The index now includes 47 food items which represent about 75% of the total cost of foods

in the budget on which the index is based. Those foods on which a price is not obtained are considered to have risen by the same amount as all foods.

Many cheap lines of goods are now off the market, and purchasers have to take more expensive brands whether they like it or not, which results in higher living costs. This often applies to canned goods and other foods. In such cases the

bureau puts the price of a more expensive line of foods into the index.

For many years the bureau has asked firms reporting prices of clothing and home furnishings to make at the same time estimates of any changes of quality in these goods. When the bureau receives a report of a reduction in quality, this reduction is treated as if it were a price increase of the same amount.



The Farm Way of Life

"We have armed defensive and offensive forces rapidly approaching a million men. More than 7,000,000 of our people over 16 years of age are producing to maintain and save the lives of as many as possible of the million who will defend our way of life. About one-third of this 7,000,000 are engaged in producing food on our farms. They are part of that great body of men and women who are necessary to maintain the fighting force which is doing the most important job of the moment."

HON. J. G. GARDINER, Minister of Agriculture.

REMARKABLE agricultural developments have taken place in Canada during the four war years. As a result the contribution of Canadian farms in

the prosecution of the war has assumed an ever growing importance.

The provision of food for Canada's armed forces and to meet

the increased requirements of the people of the United Kingdom has been a major job which has been recognized as an invaluable achievement; but there are many other accomplishments not so well known, although nonetheless vital to the well-being and offensive power of sailors, soldiers and airmen in every theatre of war.

As the areas of battle have been extended the dependence of the armed forces on the farm home front has increased, and this dependence extends from clothing and personal equipment to the weapons of war.

Link With Industry

The war, too, has demonstrated the necessity of a close bond between agriculture and industry, for industrial production is closely dependent on agricultural output, and the mechanized agriculture of today needs industry as an outlet for its surplus production.

The demands of war have taxed the ingenuity of Canada's scientists—plant breeders, botanists, entomologists, pathologists, etc.—in developing new crops and in combatting the insects and diseases that might destroy them in the fields or in

storage. From farm to battle-front there is a continuous struggle to safeguard the high quality of the products.

As the foundation for the multiplicity of war contributions by Canada's farms is largely seed, it is important that good seed be used. During the progress of the war many sources of seed have been cut off, but home production has been developed with the result that most seed formerly imported now is produced in Canada. It is equal in quality to that which was imported.

Much of the clothing of servicemen is of wool. As a result of an expansion of sheep production, encouraged when it appeared possible Canada's wool supply might be cut off, Canada now supplies about one-fifth of its own wool requirements.

Footwear Needs

Most of the leather requirements of the services, such as boots and many other articles, also are produced in Canada.

Flax for fibre and flax for oil are crops which have been outstanding in Canada for the great increase in production for war purposes.

Whereas only about 8,000

acres were planted to fibre flax in 1939, there were close to 50,000 acres of it this year, chiefly in Eastern Ontario and Western Quebec. The product of this flax fibre is linen, which has many war uses.

Oil for Navy

Flaxseed oil has industrial uses, such as in paints, linoleums and other products, but it is also indispensable in munitions manufacturing, for all shells and bombs are coated in oil, and the flaxseed oil which Canada has developed is equal to any in the world. This year close to 18,000,000 bushels of seed are expected from 2,798,000 acres, compared with but 298,000 acres sown in 1939 and 1,492,000 last year.

Rape seed oil is used in Canada chiefly in compounding high grade marine engine lubricants. Rape was grown as a commercial crop as a war measure for the first time this year, and the yield of seed is expected to exceed 2,300,000 pounds. About 4,000 acres were seeded, although the product of 10,000 acres actually is required by the Royal Canadian Navy. An increase is expected next year.

As a result of the close co-op-

eration of scientists and farmers in developing varieties of oil-bearing seed crops suited to Canada's climate and soil, Canada now is able to produce domestically vegetable oils equal in quality to those which were imported. From the South Pacific alone Canada used to obtain at least 200,000,000 pounds of oil a year for foods and in the manufacture of soap, which was 45% of the national requirements.

Sunflower oil is one of the finest vegetable oils for edible use and is used widely in the manufacture of shortening. Thirty thousand acres were planted to sunflowers for seed in Canada this year, whereas there was no such production in 1939.

Soybeans Useful

The cultivation of soybeans, an important oil-bearing product, has been intensified in recent years. Soybeans, apart from their value as a high protein feed for livestock, also provide edible oil and can be converted as well into a lubricating oil. Soybeans have a definite place in the waterproofing of fabrics, and soy meal may be used to make plastics. Acreage planted this year exceeded

55,000, compared with 10,000 acres sown in 1939.

Progress also is reported in investigations in connection with safflower, another plant from which an edible oil may be extracted.

The importance of plastics has been emphasized in this war. Many of these are produced from farm oils. There are hundreds of uses for plastics in the manufacture of instruments and equipment for the machines of war.

Another astonishing war development has been the dehydration of fruits and vegetables, which has conserved shipping space and has greatly facilitated the provision of food to remote areas. In the case of vegetables, dehydration reduces their weight 10 to 20 times, and of fruits five to 10 times.

Once Thrown Away

Beeswax is one of the lesser known sinews of war. Its average annual output in Canada exceeds 200 tons, and formerly large quantities were thrown away as useless. Beeswax is used in the electrical insulation of cable, wires and coils which are vital to the operation of every war plane. The treatment of

parachute cloth is another important use, as well as the impregnation of paper liners for cartridges. There are many other uses as well. The 1943 honey crop is estimated at 32,520,000 pounds; 35% more than in 1942. From this about 500,000 pounds of beeswax will result.

In the search for rubber supplies made necessary after the cutting off of the Malayan and East Indian sources, there has been an encouraging development in Canada in connection with the Russian dandelion. Milkweed leaves, too, can be utilized in the manufacture of a synthetic rubber, and milkweed floss can be used as a substitute for kapok in sleeping bags and flying clothes. The collection of milkweed leaves has been promoted.

Another interesting war development in Canada along agricultural lines has been the selection of suitable species of trees and shrubs for camouflage purposes in defence areas.

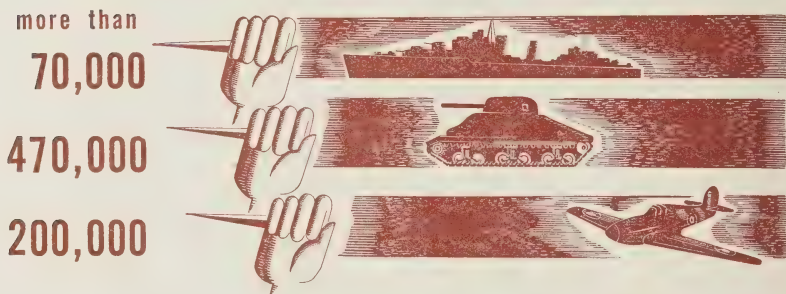
Farm products such as grass seed, useful in tying down the soil, are important in the construction and maintenance of airports, and fuel wood, which is vital in many war activities, is a product of farm lands.

Facts and Figures

A Record of Canadian Achievement in War



STRENGTH OF THE ARMED FORCES



TOTAL more than 740,000



NAVY

"The construction of larger, faster escort vessels, carrying improved, more deadly weapons, is now the trend in the Royal Canadian Navy's shipbuilding program. . . . The new ships and the steady increase in numbers of existing types give us a most formidable striking force, a force which is making its weight felt on many sea fronts."

HON. ANGUS L. MACDONALD, *Minister of National Defence for Naval Services.*

NO navy of modern times has equalled the rate of expansion that the Royal Canadian Navy has achieved. Today the number of its vessels exceeds 600, compared to a total of 15 before the war. More than 200

of the 600 are fighting ships, and the remainder are auxiliary vessels such as tugs and harbor craft.

Before the end of the year it is expected 20 new ships of the escort type will be added, and

100 more of the same style or class either are being built or are projected

In personnel the navy hopes to have 90,000 men next year, as many as were in the Royal Navy at the outbreak of war. In September, 1939, the R.C.N.'s strength was only 1,700 men.

In this war Canada has become a naval power third in strength among the United Nations. For the present fiscal year the estimated naval expenditures are nearly \$500,000,000. Ten years ago they were \$2,500,000, an amount which would not pay for one first class destroyer today.

Canada will obtain a total of six destroyers from the United Kingdom this year, four of which already have been delivered; two six-inch-gun medium cruisers, probably new ones, from the same source next year, and possibly aircraft-carrying vessels as well.

Of the more than 20 new fighting ships commissioned for the R.C.N. during the last year, six have been destroyers. Eventually Canada will have a flotilla of eight Tribal class destroyers,

the largest, fastest and most powerful type of destroyer in the world, comparable to light cruisers as assault craft. Three built in the United Kingdom are already in service. A fourth is being built in British yards, and four others in Canada.

By far the greater number of Canadian naval ships are built in Canada. These include all the corvettes, minesweepers, frigates, fairmiles and smaller craft, and now that Tribal class destroyers are being built here also, it seems possible that some day all the vessels for Canada's navy will be built in Canadian yards, if not during the present war, at least after the peace has been won.

The R.C.N. is largely an anti-submarine navy. Its earlier corvettes are being fitted with devices and weapons to make them an even more potent force against submarines than they have been. Many virtually have been reconstructed to keep pace with ever-changing improvements in design.

The corvettes, too, are being reinforced by new and more powerful escort ships such as frigates and algerines. The frigate ranks midway between the

corvette and destroyer in size, speed and armament. The algerine, classed as an escort, was designed originally as a fleet minesweeper and still can be converted to that use if the necessity arises. It is regarded as an improvement over the bangor type of sweeper also in service with the R.C.N.

As Canada's anti-submarine navy has increased in power it has assumed more of the responsibility of convoying merchant ships across the North Atlantic. At the end of three years of war it had taken over nearly half of that burden. Along this vital route more than 100,000,000 tons of food, munitions and essential materials have been transported during the four years since the beginning of the war.

All convoy protection on the vital North Atlantic route is the responsibility of the Royal Navy and the Royal Canadian Navy, assisted by escort vessels of the United States Navy and the air forces of Canada, the United Kingdom and the United States. The Canadian Navy's duties in this work have been expanded steadily until now it provides about half the protection of North Atlantic shipping.

It has been extending its operations to new theatres of war as new weapons and new types of ships have been coming into service, and existing methods and equipment have been undergoing constant improvement.

One Canadian destroyer, H.M.C.S. *Matapedia*, recently completed more than 100,000 miles of convoy work through the North Atlantic for 2½ years without having a ship torpedoed or lost.

Ten United States Army fliers recently were saved from almost certain death at sea in the North Atlantic when they were rescued by the crew of the Canadian minesweeper H.M.C.S. *Georgian*. The minesweeper was on convoy escort duty, and the rescue was effected amid heavy seas, fog and icebergs. Officers and men of the *Georgian* were commended by both the Canadian and United States governments.

Meanwhile patrol work and convoy duty in the Pacific are being maintained also.

R.C.N. casualties in the Atlantic and Mediterranean have been 13 ships and more than 1,200 personnel.

At H.M.C.S. *Cornwallis* at Deep Brook, Nova Scotia, the largest naval training establishment in the British Empire, Canada's first naval commando obstacle course is in operation. Naval commandos, including Canadians, long have been in operation in Europe, but this course is not intended to train men for this duty. Its purpose is to make the men harder and better fighters in any field. All new entries, officer candidates and officers-in-training work out on it regularly.

Officers trained through the R.C.N.'s new "lower deck" system of advancement are being graduated weekly in groups num-

bering up to 25. Under it prospective officers must enter the lower deck as ordinary seamen. They proceed through a routine of training and practical experience for about a year under close observation before emerging to full officer status as sub-lieutenants.

Preference still is given to ratings in the service who did not join as officer candidates but who have demonstrated unusual ability and are worthy of officer status.

Operations of the Women's Royal Canadian Naval Service are described under "Women," page 42.



¶ During the first three years of this war more than 5,000 merchant vessels, averaging 4,000 gross tons each, have been repaired in Canada. This means that 20,000,000 gross tons of shipping has been put back into war service. In addition more than 4,000 naval ships have been repaired and put back into service.

ARMY

Present strength.....	more than 470,000
Pre-war strength.....	“ “ 4,500



"You (Canadians) have organized, trained, equipped and sent overseas an army of nearly a quarter of a million men and women."

LIEUTENANT-GENERAL A. G. L. McNAUGHTON,
Commander of the Canadian Army Overseas.

DURING October Canadian troops with the British Eighth Army were driving north up the coast of Italy against heavy German resistance. At the same time reorganization of the Canadian Army in Canada to free more men for overseas service was being completed.

In this connection a composite formation of three brigade groups was being set up in Canada, each capable of operating independently. These troops are to be administered and trained under a modified divisional headquarters. Commanders of the three brigade groups have been appointed.

Also appointed in October was the commander of a "combined operations school."

Training in Canada has been undergoing steady evolution since the war began. It has been

revised progressively in light of battle experience with the object of training personnel to completion so far as possible before leaving the country for overseas.

The training brigade group which went into operation in the early part of November carries forward the extension of training to the highest point so far attained.

In this training formation a large proportion of Canadian reinforcement troops, both officers and other ranks, will receive collective and refresher training in as nearly actual battle conditions as possible.

The brigade group will be staffed by a permanent cadre of senior officers and non-commissioned officers. The remainder of the group with the exception of these personnel will turn over every month. The reinforcements will be from those

corps making up the components of the brigade: Provost detachment, brigade support group, field regiment, anti-tank battery, anti-aircraft battery, field company, signals section, three infantry battalions, composite company Royal Canadian Army Service Corps, field ambulance and brigade workshop Royal Canadian Ordnance Corps.

Before formation of the training brigade group recruits received only their basic and specialized training and were then assigned to formations at home or overseas. Generally they received no collective training. This was carried out in the field units.

The brigade group is designed to give a greater working efficiency, collectively and individually, to Canadian reinforcements, and to give each a broader understanding of the functions of units in the field.

Training will simulate battle conditions as nearly as possible. Emphasis will be placed on outdoor and night training.

In addition to units comprising the three brigade groups, units engaged in coast defence

activities and other operational duties in Canada, and overseas reinforcements undergoing advanced training in the training brigade group in Eastern Canada, there are two corps in the Canadian Army Overseas. These comprise three infantry divisions and two armored divisions, and besides these there are large numbers of ancillary or corps troops overseas.

It was the Canadian First Division which formed a part of General Montgomery's famed Eighth Army in the conquest of Sicily and in the invasion of Italy. A 40-mile push by the Canadians through mountainous country in bad weather was the greatest gain of the Italian campaign up to mid-October.

The first contingent of Canadians landed in the United Kingdom on December 17, 1939, about three months after Canada entered the war. During the four years since then the chief role of the overseas army has been to train for action and to stand guard in the United Kingdom. Canadian troops were in action at Spitzbergen, Hong Kong and Dieppe and were ready always to join battle wherever required

by the high strategy of the war, but Sicily was the first task assigned to them involving extensive operations.

A part of the Canadian Army is composed of men who have been called up for compulsory military training and service in Canada and its territorial waters and who by order-in-council may be despatched to areas outside Canada. Such troops were among the Canadian contingent which operated with United States forces in the occupation of the Aleutian island of Kiska in August. The men who have not enlisted for service anywhere in the world while being available for and acceptable under compulsory drafting comprise less than 10% of all the men in all the armed forces of Canada.

Canadian troops on Kiska now are engaged in transforming the island into a real garrison by building roads, installations and living quarters.

To ensure an ample fuel supply for the Canadian Army in Canada during the fuel-wood shortage this winter, five special detachments of the Canadian

Forestry Corps are being organized to cut cordwood in Eastern Canada. Arrangements also have been made for the return to Canada of a proportion of the Canadian Forestry Corps overseas hitherto employed in lumbering operations in the United Kingdom.

It was agreed that the output of timber for the war effort of the United Nations could be increased by employing this personnel in the forests at various points in Canada, for here the resources and quality of timber are better than those of the timber now available in the United Kingdom. It is from Canada that the principal shipments of lumber are made to the United Kingdom. Under the arrangement production and shipment of lumber from Canada will be increased materially.

There are now more than 1,000 corps of the Royal Canadian Army Cadets with an enrolment of more than 100,000 boys and youths.

The operations of the Canadian Women's Army Corps are described under "Women," page 42.



AIR FORCE

Present strength.....	more than 200,000
Pre-war strength.....	“ “ 4,000



"The day for which we fondly, patiently and prayerfully hoped has arrived, when the skies of Europe are darkened by the great birds that rain destruction on those who have menaced our freedom. For Hitler and his slaves they are birds of ill-omen. For the cause of freedom they are the harbingers of victory. Until that victory is finally achieved, we must proceed steadily without cessation, without relaxation, without interruption to the goal we have set before us."

HON. C. G. POWER, *Minister of National Defence
for Air.*

ON October 8 Air Minister Power said the most important means by which the United Nations may accelerate their war effort is to increase their air power so as to make it overwhelmingly supreme in every theatre of war. In this undertaking the Royal Canadian Air Force has a vital share.

Since the war began the R.C.A.F. has been responsible for the aerial defence of Canada. This responsibility is becoming less onerous as the Germans become more fully occupied in producing fighter aircraft for the defence of their own cities, and as the Japanese are pushed back from the frontiers of the Western Hemisphere.

In the 15 months of the Alas-

kan and Aleutian campaigns, R.C.A.F. fliers distinguished themselves in as difficult an assignment as could be found anywhere.

In connection with the western air command's responsibility for air protection on the west coast, the first steel mat aircraft runway in Canada was laid by construction men of the R.C.A.F. on a remote island beach off northern British Columbia. The operation was completed in 13 days, three days ahead of schedule. The strip, 4,700 feet long and 150 feet wide, filled a great need for land-based aircraft operating out of the Northern Pacific area of Canada.

As the danger of mass aerial attack on America lessens, it is possible to release some R.C.A.F.

squadrons for other tasks overseas, and this is being done.

Convoy patrol and anti-submarine activity remain the most important duties of the air force's home war establishment, the projected average strength of which during the year ending March 31, 1944, is 35,000. With the provision of long-range aircraft, convoys now are protected from the air all the way across the Atlantic, compared to the time when the restricted aircraft range from both sides left a gap in mid-Atlantic where the U-boats went undisturbed by aerial attack. U-boats now are heavily armed and able to fight aircraft from the surface, but the development of better armament and the provision of more aircraft are expected once more to drive them under the seas.

Destruction of a U-boat by the crew of an R.C.A.F. flying boat operating from a Canadian East Coast station brought recognition from the King in October. Two members of the crew were awarded the Distinguished Flying Cross, another the Distinguished Flying Medal, and four others received Mentions in Despatches.

Two weeks after aircraft of the R.C.A.F.'s North Atlantic squadron engaged in six running battles with U-boats in mid-Atlantic in September, a Newfoundland-based Liberator bomber of the same squadron fought a running battle with a surfaced U-boat. Ten depth charges were dropped, and there were indications that the submarine suffered heavy damage. Flak from the U-boat's guns tore a hole through the bomber's wing tip.

Another task in which the R.C.A.F. has an important part is the work of the fighter squadrons in conjunction with army land operations. The first duty of fighters working with an army advance or landing is to sweep and shoot the enemy out of the skies.

The next is to support the army advance by acting as long-range artillery. This is accomplished by pattern bombing the locality which is to be attacked, shooting up enemy supply lines and tank busting with aerial cannon and machine guns.

These tactics have been developed since the beginning of the war and have proved successful in Tunisia, Sicily and Italy.

A further great task of air power is to destroy Germany's industrial might and civilian morale by long-range day and night bombing of industrial cities and towns. As city after city in Germany is reduced to ruins, Canadian bomber squadrons and thousands of Canadians in air crew attached to the Royal Air Force are making a very large contribution.

In October Canadian squadrons participated in all the bomber command's heavy attacks, including those on Hagen, Munich, Kassel, Frankfurt, Stuttgart, Hanover and Leipzig. Canadian Spitfire squadrons which escort bombers on raids on the continent of Europe scored a record on October 3, when they destroyed 10 enemy fighters.

There are 32 Canadian fighter and bomber squadrons overseas, and eventually there will be 38. Canadian fighters and bombers have participated in every major raid and battle since the first

Canadian squadron was formed.

For every Canadian in these squadrons there are 11 other R.C.A.F. air crew members with the R.A.F. More than 25% of the flying strength of the R.A.F. is composed of R.C.A.F. air crew serving with squadrons of the R.A.F., and the percentage is increasing rapidly.

A system of granting special leave in Canada to R.C.A.F. air crew who have completed tours of operations and of instructional duties in the United Kingdom recently was inaugurated. Negotiations are under way to have this privilege extended to air crew serving in other theatres of war.

Canada bears the entire cost of pay, allowances, maintenance and equipment of all R.C.A.F. squadrons operating overseas and the pay, allowances and maintenance of all R.C.A.F. personnel in the R.A.F.

Operations of the R.C.A.F. (Women's Division) are described under "Women," page 42.



¶ The Canadian-developed Pulhems profile system of determining the ability, intelligence and adaptability of soldiers has been adopted by the British Army.

BRITISH COMMONWEALTH AIR TRAINING PLAN



"The air training in Canada is a decisive factor in certain victory, which may not come today nor tomorrow, but is surely ours. . . Our pupils are fighting on every front, clearing the way for invasion, blasting communications, busting trains, dams, defences."

HON. C. G. POWER, *Minister of National Defence for Air.*

THE British Commonwealth Air Training Plan has been referred to as Canada's greatest contribution to the Allied war effort. It is administered by the Royal Canadian Air Force.

Development of the plan during the four war years has been as follows:

1940—Organization.

1941—Construction and expansion. The first slow trickle of air crew graduates overseas began.

1942—Further expansion and consolidation of Royal Air Force and Royal Canadian Air Force schools in Canada, with tremendously increased capacity and production.

1943—Almost full production. The total of air crew graduates exceeded 50,000 early in the year, and the monthly production of trained air crew became equal to twice the number of fliers who won the Battle of Britain. The trickle of graduates overseas swelled to a mighty stream.

One of the most important factors in the accomplishment of the great tasks of United

Nations air power is the maintenance of the B.C.A.T.P. at its present high level and an increase in its productive capacity.

The men who fly the planes which the United Kingdom, the United States and Canada have been producing in ever-increasing numbers are trained by the most up-to-date methods in this immense plant which has been built and developed in Canada. Now, with aircraft production greatly accelerated, steps are being planned to avert the possibility that some day aircraft will be grounded because there is no one to fly them.

So far this has not occurred because of these measures adopted to meet Canada's requirements for air crew:

1. Re-education: The formal education standard for enlistment in the R.C.A.F. was dropped, and ability-to-learn tests were substituted. Boys who had left school before matriculation and men who had lost touch with essential subjects such

as physics and mathematics were sent back to school. In conjunction with the Department of Labor through the youth training plan, thousands of such men have been taught or re-educated.

2. As a result of assistance by the Air Cadet League of Canada, air-minded boys all over Canada are being given the necessary pre-enlistment training which fits them to embark on the career of flying.

3. Remustering from ground crew to air crew training has been encouraged. The number of ground crew so remustered rose from 773 in the two years 1940-1941 to 4,284 in 1942 and 5,004 in the first nine months of 1943. Thus more than 10,000 ground crew men have become air crew. These were men who in most instances could not be spared earlier as air-frame mechanics, aero-engine mechanics or technical or clerical men because trained replacements were not readily available. Now, however, with women replacing men in almost every category of ground trades, remustering can be accelerated. Nevertheless, this procedure cannot be counted on as an inexhaustible source of air crew material.

Early this year there was a noticeable falling off in applicants for air crew training. In June and July recruiting from sources outside the service had fallen from 50 to 60% of requirements. As a result of an intensive campaign undertaken a year ago there had been a substantial reserve on hand, but this reserve was exhausted by the end of June.

A new recruiting campaign

therefore was inaugurated, and it brought good results, but in order that there might be an assurance of a steady stream of air crew recruits so long as any air crew potentials remain in the country, it now is proposed to obtain the supply of future air crew from these sources:

1. The armed forces by means of a continuation of remustering.

2. Young men coming of age and men of air crew age engaged in industry.

New plans for recruiting manpower for the navy, army and air force on a co-operative basis provide that all men fit for air crew, even though they present themselves at an army recruiting centre, will be given an opportunity to enlist as air crew. No men who are fit for overseas army service or who possess the specialist qualifications for air crew are permitted to enlist in the air force for ground duties.

A new system of medical examination and assessment has been designed to increase air crew quotas by placing all ground crew in the trades for which they are best suited. The plan brings about considerable reduction in the physical categories of ground trades. Men

with certain physical deficiencies may be employed in certain trades and thus permit fully fit personnel to be assigned to air crew. By accurate posting of incoming recruits it is hoped to release more and more present ground crew personnel for air crew.

The transfer of men is permitted on a controlled and voluntary basis from the air force to the army for overseas service or from the army to the air force for air crew.

The only other manpower resources are those young men in industry who have had deferments from compulsory military training. Under a labor transfer program now in operation many of these men will be free for the armed services, and many of them will be acceptable for air crew.

An industrial mobilization survey also is under way across Canada. It is designed to determine how many fit men for the armed services, now working in what is regarded as an essential job, can be replaced either by unfit men or women.

More than 60% of the gradu-

ates of the B.C.A.T.P. are Canadians. The more than 50,000 air crew trained under the plan by early this year would be more than enough to man 15,000 combat planes.

Although the final stages of training of many classes of air crew cannot be completed on this side of the Atlantic, the larger part of the training is done in Canada.

Joint enterprise of the Canadian, Australian, New Zealand and United Kingdom governments, the plan is based on a proposal made on September 26, 1939, to set up a common air-training system. The proposal was accepted in principle by the Canadian government on September 28. The first agreement was signed on December 17, 1939, the same day the first contingent of the Canadian Army landed in the United Kingdom.

All the schools of the plan were to be in operation during 1942. On December 15, 1941, two days before its second anniversary, the final school was opened. There are now 154 schools, twice the number originally projected.

Under the original agreement Canada was to pay more than

\$600,000,000 of the total \$900,-000,000. This agreement was intended to continue until March, 1943, but a new agreement was signed on June 5, 1942. It became effective July 1, 1942, and operates to March 31, 1945. Under it the plan is considerably enlarged. It will cost \$1,500,-000,000, 50% of which will be paid by Canada. The United Kingdom pays the remaining

50%, less deductions representing payments by New Zealand and Australia for the cost of training air crew.

Current monthly expenses of the plan are approximately \$40,000,000. The average miles flown each day, 2,006,626, is a distance equal to 80 times around the earth at the equator. More than 10,000 training aircraft are in use by the B.C.A.T.P.



CANADIAN MERCHANT SEAMEN

Certified to date in central registry, Ottawa	42,275
Merchant seamen's identification certificates issued (required by any seamen going outside Canada, including the United States).....	27,476
Merchant Navy badges issued (only to seamen who have been casualties of enemy actions or who have operated in "dangerous" waters for three months)	3,780
Serving on vessels of Canadian registry listed as missing and presumed dead.....	660
Known to be prisoners of war.....	146
Claims paid by Department of Transport for loss of effects by Canadian merchant seamen due to enemy action.....	1,013
Dependents of Canadian merchant seamen being paid death pensions by the Canadian Pension Commission.....	615
Disability pensions being paid to Canadian merchant seamen by the Canadian Pension Commission.....	29
Persons benefiting by merchant seamen pensions (not including detention allowance for prisoners of war):	
Adults.....	400
Children.....	244
	—
	644

MUNITIONS



"Our war production schedules (in Canada and the United States) for this year and the next, will tax us to the utmost . . . We plan to produce an umbrella of safety and put it over the heads of the fighting men of the United Nations. We plan to lay down a barrage of safety before them as they advance. We plan to carry them safely through all the waters of the globe on their way to the fighting fronts. We cannot satisfy ourselves that we have done enough until we have done everything that we can do to conserve their young lives for the peacetime world to come."

DONALD M. NELSON, Chairman of the United States War Production Board.

IN the four war years since September, 1939, Canada has undergone an industrial transformation which under normal conditions could not have taken place in less than 25 years. More than \$800,000,000 has been spent on hundreds of new plants and thousands of new machines. Some peacetime industries have expanded to two, five and even ten times their former size.

Beginning in June, 1940, when Canada was called on to replace equipment that had to be abandoned on the beaches of Dunkirk, the history of Canada's industrial war effort is divided in four periods:

- 1940—Planning and organization.
- 1941—Construction and expansion of facilities; beginning of production drive.
- 1942—Bringing virtually all stores into production and increasing output constantly.

1943—Peak production; revisions made necessary by the changing pattern of the war.

In the first quarter of 1943 production was at maximum rates of output in dollar value. While certain aircraft and naval escort vessel programs have not reached their peak, ground army equipment is at its peak, and a decline to take place in this line of war material will be counterbalanced by the increase in naval and aircraft production.

Although the number of planes produced has scarcely varied from 1942 output, Canada now is producing more service planes and heavier types, so that on a dollar or poundage basis plane production has increased substantially. Ship production reached a peak in September when the 620th ship was launched. Of those, 215 were

MUNITIONS

PRODUCTION RECORD

	Weekly	To Sept. 9, 1943	To Dec. 31, 1943 (projected)
All munitions.....	\$55,000,000	\$5,000,000,000
Ships (escort, cargo, patrol)	6 or more	620	750
Aircraft.....	80	9,000	10,000
Motor vehicles.....	4,000	510,000	600,000
Armored fighting vehicles (including tanks).....	450	27,500	35,000
Guns (barrels or mountings)	1,200	61,000	100,000
	(1,000 guns and barrels and 200 mountings)		
Heavy ammunition (com- plete rounds, filled).....	525,000	42,000,000	60,000,000
Small arms (rifles, machine guns, etc.).....	13,000	750,000	1,000,000
Small arms ammunition....	25,000,000	2,500,000,000	3,000,000,000
	rounds	rounds	rounds
Chemicals and explosives..	10,000	900,000	1,000,000
	tons	tons	tons
Instruments and signals equipment.....	\$4,300,000	\$240,000,000	\$300,000,000
Miscellaneous stores (pins to locomotives).....		\$2,500,000,000	
Total expenditure on war production and construc- tion under Department of Munitions and Supply contracts only.....		\$6,500,000,000	\$7,500,000,000
For each of the four war years:			
To Sept. 1, 1940..	\$ 255,000,000		
To Sept. 1, 1941..	871,000,000		
To Sept. 1, 1942..	1,957,000,000		
To Sept. 1, 1943..	3,094,000,000		
War goods purchased abroad		\$250,000,000	
New factories, machinery and land sites.....		720,000,000	
Defence projects such as airports.....		515,000,000	
Housing for war workers...		65,000,000	
Value of munitions and other war materials ex- ported in World War I..		1,002,672,413	

cargo vessels, and 405 were escort and other types.

The maximum production figure for this year totals \$3,500,-000,000 of direct war materials, not including metals and food-stuffs. Exports of metals and food-stuffs to the United Nations would add another \$1,000,000,000.

The percentage distribution of war production by countries for 1943 is as follows:

Canada for its armed forces at home and abroad.....	30%
United Kingdom, other Empire countries and Russia..	48%
United States and China....	22%

The Canadian program therefore is determined in large part by the requirements of the United Nations rather than by the

requirements of the Canadian armed forces. All efforts have been made to integrate the production of Canada with that of the United Kingdom and United States with a view to maximum utilization of resources. Canadian munitions and supplies have been shipped to all the United Nations and have participated in all the theatres of war.

The total value of contracts awarded and commitments made by the Department of Munitions and Supply since July 14, 1939, on Canadian, United Kingdom and other account exceeded \$10,000,000,000 at October 1 as indicated by the following preliminary figures:

Canadian account, including contracts placed for plants, plant extensions and general purchases.....	\$4,572,338,266*
Contracts placed by the civil aviation division of the Department of Transport for airport construction and land purchases under the British Commonwealth Air Training Plan.....	48,448,008*
United Kingdom account, including United Kingdom commitments for plants and plant extensions, orders for the output of some of these plants and the United Kingdom's share in joint projects.....	3,888,037,826
Other account.....	955,312,202
(Plus hundreds of millions of dollars in letters of intention and unvalued acceptances of tender).	

* Includes contracts awarded under the British Commonwealth Air Training Plan, some of which are chargeable to other Empire countries.

The total amount of war contracts placed in Canada by the United States since the inception of the Canada-United States Joint War Production Committee in November, 1941, well exceeds \$1,000,000,000, of which more than \$675,000,000 had been delivered by October 1. The remainder is being delivered at the rate of \$50,000,000 a month.

The number of persons employed directly or indirectly in war work is an indication of the steady increase in Canadian war production:

At Sept. 1, 1940.....	300,000
At Sept. 1, 1941.....	550,000
At Sept. 1, 1942.....	940,000
At Sept. 1, 1943	
(estimated).....	1,100,000
(Of the 1,100,000, more than 260,000 are women).	

Shipbuilding. — Within four years Canada has become a great shipbuilding nation. In the last two years one cargo shipyard alone built and delivered 30% more tonnage than all 14 Canadian yards combined from 1918 to 1921. When the 200th Canadian 10,000-ton cargo ship was launched in August, there had been built within two years a fleet of freighters equal to 10% of the total merchant tonnage of the United Kingdom at the be-

ginning of the war.

In the second quarter of 1943 the rate of delivery of 10,000-ton ships was increased to one every two days. Both labor and materials are mainly Canadian. All imported woods have been eliminated. Critical materials have been conserved wherever possible through redesign and substitution.

The first 200 cargo ships launched required 500 miles of steel wire rope; 5,000 tons of copper wire; 22,000 tons of piping and tubing; 2,200 tons of bronze; 600,000 tons of steel plates and shapes in the hulls alone, held together by 80,000,000 rivets. Placed stem to stern these ships would form a solid bridge more than 15 miles long.

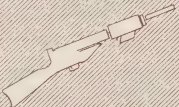



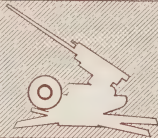
In a single convoy, the 200 vessels could carry the following mixed cargo: Enough food to feed the entire population of the United Kingdom for one week; enough lumber to build 18,000 four-room cottages; 400 bombers and enough aluminum to build more than 12,500 fighter planes; enough steel to build seven battleships; enough bombs to drop 10 pounds on every German subject; and enough motorized equipment to supply 200 infantry battalions.

Besides merchant vessels Canada has built frigates, corvettes, minesweepers and patrol vessels, and in September the hull of the first Canadian-built destroyer was launched. At least four Tribal class destroyers are to be built in Canada.

In 23 major shipyards, 65 smaller boatyards and in the large component industry which

supplies their requirements there are employed about 100,000 persons. Over-all commitments for shipbuilding in Canada total \$1,000,000,000, of which about half is for cargo ship construction, more than \$15,000,000 for small boats, \$15,000,000 for ship repair and overhaul, and the balance for escort and fighting ships.

PRODUCTION RATES INCREASED OVER 1942

MACHINE GUNS AND SMALL ARMS 50%	
SMALL ARMS AMMUNITION 30%	
CHEMICALS AND EXPLOSIVES 10%	
SIGNALS AND COMMU- NICATIONS EQUIPMENT 100%	
GUNS 15%	

Aircraft.—Canada now has achieved production of combat planes such as the Lancaster; Mosquito and Curtiss Helldiver, and production figures will increase steadily. For the first time some of these made-in-Canada first-line combat planes have been flying across the Atlantic. British experts regarded Canada's first Lancaster bomber as the best first production aircraft received in the United Kingdom from all North America, and they had examined more than 90 such planes. Royal Canadian Air Force engineer officers stated that the Canadian Lancaster in respect to finish and workmanship was the finest aircraft ever flown across the Atlantic.

The nine types of aircraft being produced include four trainers, four service planes and

one transport. The Canadian aircraft industry and plants in component manufacture now employ more than 100,000 workers, more than 25% of whom are women.

Military Vehicles. — Canada's automotive industry has produced more than 550,000 units of mechanized transport. More than 100 different types are being produced, including ambulances, transports of all kinds, special service lorries, artillery tractors, water purifiers, wireless trucks and refuelling tenders. The production rate is \$400,000,000 worth a year. Canadian built military vehicles are in action in all war theatres, and their performance has earned them high praise. Canada also has a major role in the production of fighting vehicles, such as universal carriers, scout cars, armored cars and reconnaissance cars, as well as tanks and self-propelled artillery. Canada has abandoned manufacture of the Valentine tank and the Ram M-3 cruiser tank in favor of the M-4 tank, a type now standard for the United States, British and Canadian armies.

Canadian-made vehicles car-

ried the main weight of the Canadian advance in Italy and a large proportion of the entire Eighth Army as well. They plowed ruggedly through as rough conditions as could be encountered in South Italy. Similar vehicles had carried a large part of the Eighth Army across the desert in North Africa. Apart from a large number of trucks, British forces in the Eighth Army also are armed with Canadian artillery.

Guns and Small Arms.—

Before the war Canada had no established armaments industry. Now there are being turned out anti-aircraft guns, field guns, naval guns, tank and anti-tank guns equal to any in the world. Canada also has developed self-propelled gun mounts. Recently Canada's largest ordnance manufacturer delivered its 100,000th Bren gun and prepared to go into the production of a 9-mm. Browning pistol, as well as barrels for a .303-inch Vickers machine gun and 20-mm. anti-aircraft cannon. The same plant also has delivered more than 50,000 anti-tank rifles and 33,000 aircraft machine guns. Thirty-five thousand army rifles are being produced each month, and

this rate is being increased to 40,000. The production of Sten guns is 6,000 a month. Other types being produced in various Canadian arsenals are Vickers .5-inch machine guns, 2-inch bomb throwers, 2-inch and 3-inch trench mortars and .22 training rifles. Types of land guns built in Canada are the famed 25-pounder artillery field piece, the Bofors and 3.7-inch anti-aircraft guns and the 6-pounder tank and anti-tank gun. All these are manufactured complete with mobile mountings, spare barrels and spare parts. Canadian plants also are producing another type of army gun carriage and two other types of gun barrels and are tooling-up to produce a 20-mm. army universal gun mount. Naval mountings built in Canada are twins and singles for Oerlikon guns, quadruples for 2-pounder pom-pom guns, twins for Vickers naval machine guns, singles and two types of twins for 4-inch guns, mounts for another type of naval anti-aircraft gun and mountings for Lewis machine guns. The balance of the order for 12-pounder gun mountings is being completed. Naval guns produced are the 2-pounder pom-pom and two types of 4-inch.

Ammunition and Explosives.—In this war Canada also has built up from scratch an entire industry for the manufacture of heavy and small arms ammunition, depth charges, land mines and aerial bombs. Ammunition of many types is produced, ranging from 9-mm. Sten ammunition weighing a couple of ounces to heavy howitzer shells which weigh more than 300 pounds. The production includes bombs, depth charges, anti-tank mines, grenades and shell components such as cartridge cases, fuses, gaines and primers. Scores of components for naval torpedoes also are being produced. To fill the shells, bombs, depth charges, to fire the bullets and to propel the ammunition Canada turns out a wide range of explosives and a wider range of chemical intermediates and constituents. More than 50,000 persons are engaged in this industry, nearly half of them on ammunition filling alone.

More than 70 types of military pyrotechnics are being made. Canada is increasing its production toward unlimited goals of the secret and most powerful explosive developed anywhere during the present war.

Communications Material.

—Canada has become a major source of United Nations supply in the field of instruments and communications equipment. There are 100 equipment types, ranging from telephone supplies to the most secret developments of radio location and detection apparatus. Such material worth \$250,000,000 will be produced

for the United Nations this year. Canada is responsible for seven major developments in the field of signals material, including a “walkie-talkie” and a field radio station with a range of more than 100 miles. Canadian electrical factories are turning out every type of communications material needed for ships, planes and military vehicles.



SALVAGE

SALVAGE materials most urgently required at present include old tires and tubes to produce reclaim rubber to make military and essential vehicle tires and for retreading of civilian tires; waste paper, particularly the more fibrous types such as corrugated, kraft, brown paper bags, cardboard, writing and magazine papers, etc., for a wide variety of war and essential civilian uses; fats and bones to produce glycerine for explosives, military medicinal and other war purposes; and rags, particularly of cotton, for use as wipers by armed forces mechanical establishments and war industries.

Reports submitted to the sal-

vage division of the Department of National War Services by some 1,730 voluntary salvage committees operating throughout Canada show that 415,832,879 pounds of salvage materials were collected and marketed by the committees during the 29 months from May 1, 1941, to September 30, 1943, as follows:

Province	Materials Marketed (lbs.)	Lbs. per 1,000 Population
P.E.I.....	2,644,087	27,832
N.S.....	8,421,976	14,571
N.B.....	8,909,416	19,495
Que.....	65,522,259	19,664
Ont.....	218,256,899	57,618
Man.....	42,951,524	58,837
Sask.....	17,315,867	19,326
Alta.....	23,545,777	29,580
B.C.....	28,265,074	34,554

TOTAL . . 415,832,879 Av. 36,191

FOOD



"Up to the spring of 1943, 345,000 able-bodied men had left the farms and gone into industry and the armed forces. With considerable sacrifice and hardship on many farms those left have performed one of the most remarkable feats of production associated with this war."

HON. J. G. GARDINER, *Minister of Agriculture.*

CANADA'S farm production in 1942 was at its highest point on record, and production objectives for 1943 were set at even higher levels, except for wheat and rye in field crops and calves for slaughter in livestock.

These larger demands resulted from the increasing needs of the United Kingdom and other United Nations, the armed forces of Canada, the Canadian civilian population and for prisoners-of-war parcels.

It is unlikely that all the 1943 production objectives will be achieved, because this year, in addition to shortages of farm manpower and equipment suffered last year, farmers have had to contend with unfavorable weather conditions, particularly in Eastern Canada.

Definite consideration is being given to expansion in production in 1944 in several commodities,

including special crops such as oil crops, peas and beans, which are considered well suited for relief-feeding in liberated areas. Expansion in the output of certain products is possible, although further increase in over-all production will be restricted by limitations of acreage, manpower equipment and fertilizer.

Increases in cattle and hog slaughtering are expected this year. The marketing and processing of meat products may exceed all previous records during the period from October, 1943, to January, 1944. Canadian meat-packing plants estimate they will produce 1,577,000,000 pounds of meat products during 1943, nearly 50% of it for war purposes. The requirements of the Canadian armed forces amount to about 102,686,000 pounds of such products for the year.

The gross value of agricultural production reached an all-time high of \$2,078,954,000 in 1942, but it is not likely to be so high in 1943.

	1939	1942
Wheat sales.....	\$212,880,000	\$138,080,000
Coarse grains for feed purposes	17,150,000	64,330,000
Livestock.....	70,370,000	178,560,000

Canada's net exports of pork products to the United Kingdom during four years of this war have been more than three times the total exports in the six years 1914-19, including all the years of World War I.

Shipments of such products to September 15, 1943, were valued at \$406,113,460 and totalled 2,091,168,969 pounds, as follows:

Wiltshire sides and other cuts....	2,032,112,584 pounds
Pork offals.....	39,636,945 "
Canned pork....	13,007,536 "
Lard.....	4,411,904 "
Pork casings....	2,000,000 "

Bacon from Canada now provides about 85% of the British bacon ration of four ounces per person per week. Current shipments of about 16,000,000 pounds a week represent about 40% of the total Canadian meat supply. The current United Kingdom agreement for 675,000,000 pounds of high quality bacon is expected to be met by

As a result of the abnormal demand for livestock products in the war years, there have been some sharp changes in the sources of farm income:






the close of the year.

Canada is undertaking to supply the United Kingdom with not less than 900,000,000 pounds in 1944 and 1945. More pork will be made available for Canadians, and actual shipments overseas may exceed the 900,000,000 pounds if feed conditions and the supply of labor permit production on a scale comparable to that of the present.

If the increased consumption of pork in Canada results in beef being released for export, arrangements will be made to forward it to the United Kingdom.

Because of war conditions and the emergency caused by the uncertainty of North America's wool requirements from Empire sources reaching the continent, a nation-wide campaign of sheep expansion was undertaken in 1942. As a result there has been a considerable increase in the production of sheep and wool. The emergency has lessened ap-

MEAT ANIMALS SLAUGHTERED IN CANADA

	CATTLE 	CALVES 	SHEEP & LAMBS 	HOGS 	TOTAL PRO- DUCTION OF  EDIBLE OFFALS (POUNDS)
1939	1,337,000	1,348,000	1,477,000	5,592,000	74,408,000
1940	1,403,000	1,419,000	1,280,000	7,117,000	83,290,000
1941	1,561,000	1,516,000	1,392,000	8,229,000	93,923,000
1942	1,562,000	1,334,000	1,369,000	8,394,000	93,002,000

preciably, but the meat situation is such that a high production of lamb and mutton in Canada is desirable. This would help meet present and potential obligations in relation to the world's war and post-war food supply.

Canada contracted to supply the United Kingdom with 150,000,000 pounds of cheese from the production for the year which began April 1, but there has been a decrease in the output of cheese this year. This has been due chiefly to more favorable returns received for butter than for cheese and to a higher demand for fluid milk in urban and industrial centres. During the later months of this year cheese production is expected to be higher because of an increased subsidy on milk to be used for cheese making, which became effective October 1.

Meanwhile butter shipments

of more than 7,000,000 pounds have been made to the United Kingdom. Such shipments, which represent almost twice as much as exports to this market in a normal pre-war year, mean that, although Canada may not be able to provide the full United Kingdom contract for 150,000,000 pounds of cheese, the total shipments of dairy products will not be far short of what was asked.

From May, 1940, to the end of July, 1943, about 380,000,000 pounds of cheese and about 128,000,000 one-pound tins of evaporated milk were shipped to the United Kingdom. Cheese exports to the United Kingdom have increased in the war years as follows:

1939.....	81,153,800 pounds
1940.....	93,081,238 "
1941.....	115,392,071 "
1942.....	142,092,573 "

Egg production in Canada in

1943 has been approximately 20% greater than in 1942, but greater domestic use has more than taken up this increase. As a result, shipments to the United Kingdom have been 10% less than in 1942. There may be a 10% increase in egg production in 1944.

Between September, 1939, and the end of July, 1943, about 85,000,000 dozen eggs were shipped to the United Kingdom. Since February, 1942, the eggs have gone in the form of dried egg powder. This year the request is for 9,000 long tons of dried egg powder, the equivalent of 63,000,000 dozen shell eggs. During the first eight months of 1943 nearly 10,000,000 pounds of powder were shipped.






The abnormal domestic demand for eggs has been due in large measure to meat rationing and a meatless day a week in public eating places. The de-

mand for poultry also has increased sharply as a result of increased employment and the rationing of other meats. There is a record number of hens on farms.

Substantial shipments also have been made to the United Kingdom of fresh, canned and evaporated apples, canned tomatoes, dehydrated fruits and vegetables and fibre flax and tow.

Canada's 1943 wheat production is estimated at 296,259,000 bushels, the smallest crop since 1937 and only about half last year's production. In recent years there has been a substantial reduction in the wheat acreage under the wheat acreage reduction policy and an increase in the acreage of feed grains which have been needed for the increased livestock production.

EXPORTS OF DRESSED MEATS FROM CANADA (POUNDS)

	BEEF 	MUTTON & LAMB 	PORK 	LARD 	EDIBLE OFFALS 
1939	4,515,000	205,000	194,708,000	7,503,000	6,099,000
1940	3,913,000	183,000	353,015,000	2,690,000	10,985,000
1941	7,905,000	349,000	482,040,000	6,095,000	13,922,000
1942	15,961,000	628,000	537,431,000	1,612,000	12,927,000

The 1943 wheat crop was produced on the smallest acreage seeded to wheat since 1918. The carry-over of wheat at the close of the 1942-43 crop year on July 31, however, was at the record level of 601,500,000 bushels.

Canada's export shipments of wheat actually have been larger in the war period than before, and at the same time Canada's domestic utilization of wheat has risen substantially above pre-war figures. Large amounts have been fed to animals in order to maintain essential livestock production.

Canada has begun work on a United Kingdom order for 1,000,000 tons of flour, and every effort is being made to increase production in flour mills. During 1942 Canada shipped to the United Kingdom 4,666,781 barrels of wheat flour. Production of such flour in Canadian mills for the 1942-43 crop year ended with the highest output on record, 23,549,707 barrels.

An indication of the increasing needs of the armed forces, following is a comparison of the purchases of food for the services in Canada during the first nine months of 1943 and

during the whole of 1941:

	January to September 1943 Tons	1941 Tons
Meats.....	39,300	32,500
Vegetables.		57,000
Fresh		
vegetables	32,600	
Potatoes.	46,900	
Bread.....	31,400	25,000
Butter.....	6,800	5,000
Coffee and tea.....	1,800	1,600
Evaporated milk....	8,300	6,000
	Doz.	Doz.
Eggs.....	14,500,000	5,800,000

The large requirements of Red Cross prisoners-of-war food parcels, on the basis of 100,000 parcels packed each week in Canada, are, with the quantity of each item in each package indicated:

	Pounds
Butter, 1 lb.....	100,000
Chocolate, 5-oz. bar.....	31,250
Dried milk, 1 lb.....	100,000
Jam, 1 lb.....	100,000
Corned beef, 12-oz. tin...	75,000
Coffee, 6 oz.....	37,500
Soap, 2 oz.....	12,500
Salt and pepper, 1 oz.....	6,250
Biscuits, 1 lb.....	100,000
Cheese, ¼ lb.....	25,000
Luncheon meat, 10½ oz...	65,625
Prunes, 7 oz.....	43,750
Raisins, 7 oz.....	43,750
Sugar, 8 oz.....	50,000
Sardines, 4 oz.....	25,000
Salmon, 8 oz.....	50,000
TOTAL.....	865,625

CANADA-U.S. CO-OPERATION



"It is not too much to say that Canadian-American co-operation as established at Ogdensburg and since developed is a pattern for co-operation of the United Nations. Between the United States and Canada we have added to the ties of friendship and family stretching across the border the feeling of comradeship which comes from fighting shoulder to shoulder for the defence of our continent, of our way of life and of civilization itself."

PRIME MINISTER KING.

IN the fields of defence, economics and war production, Canada and the United States have joined forces through the following committees:

Permanent Joint Board on Defence
Materials Co-ordinating Committee
Joint Economic Committees
Joint War Production Committee
Joint Agricultural Committee
Joint War Aid Committee

Canada is also a member of the Combined Production and Resources Board with the United Kingdom and the United States and in October was admitted to full membership on the Combined Food Board of the United Kingdom and the United States.

The Canadian joint staff mission in Washington is represented when discussions there of the British-United States combined chiefs of staff directly concern Canada.

The United States War Pro-

duction Board has an office in Ottawa, and the Canadian Department of Munitions and Supply and Wartime Prices and Trade Board have representatives in Washington.

On August 17, 1940, at Ogdensburg, New York, Canada and the United States signed the agreement on which co-operation in defence is based.

Recommendations of the defence board have resulted in the construction of a chain of air bases between Edmonton and Alaska and the Alaska Highway.

At Hyde Park, New York, on April 20, 1941, the Prime Minister of Canada and the President of the United States agreed "as a general principle that in mobilizing the resources of this continent, each country should pro-

vide the other with the defence articles which it is best able to produce, and above all, produce quickly, and that production programs should be co-ordinated to this end."

According to what is known as the Hyde Park Declaration, termed "the Magna Charta of our war-time economic co-operation," the United States agreed to buy enough Canadian war goods to enable Canada to pay for essential U.S. war materials.

The contracts that the United States placed in Canada after Hyde Park not only took advantage of Canada's much earlier conversion to war production, but at the same time contributed to the elimination of Canada's urgent need for United States dollars required to meet the cost of war purchases in the United States.

Canada does not use lend-lease accommodation utilized by other United Nations.

Establishment of the Materials Co-ordinating Committee was announced on May 1, 1941. Through sub-committees on forest products, copper, zinc and ferro-alloys, the movement of primary materials between the

two countries is promoted, available supplies are increased and information exchanged on raw materials stocks, production and consumption in the United States and Canada.

The United States War Production Board, in determining the allocation of critical war materials, has reviewed Canadian applications on the same basis that it passes on applications from United States domestic industry. Canada, for its part, has poured its gigantic resources of vital raw materials into the common pot.

The Joint Economic Committees were formed in June, 1941, to act in an advisory capacity to the governments at Ottawa and Washington on foreign exchange control, economic controls, price policies, tariffs and duties and post-war planning.

By joint management the foreign exchange situation between the two countries has been maintained in a mutually advantageous position. No problem of exchange has been allowed to impede the maximum development of the two nations' war potential.

There has been no relaxation in foreign exchange control, which prevents Canadians from obtaining United States currency in Canada for pleasure travelling in the United States.

Those tariff and customs restrictions that normally might be expected to impede the free flow of war goods back and forth across the border have been reduced to a minimum for the duration of the war.

Formation of the Joint War Production Committee was announced November 5, 1941. The duty of this committee is to reduce duplication, arrange uniform specifications and quick exchange of supplies, break transportation bottlenecks and exchange information. There are 10 technical sub-committees.

In an exchange of notes concluded on November 30, 1942, Canada and the United States expressed their desire to continue in the post-war world their wartime co-operation:

"Our governments have in large measure similar interests in post-war international economic policy. . . . They will seek to furnish to the world concrete evidence of the ways in which two neighboring countries that have a long experience of friendly relations . . . may promote by agreed action their mutual interests to the benefit of themselves and other countries."

The Joint Agricultural Committee was set up in March, 1943, to keep agricultural and food production and distribution in Canada and the United States under continuing review.

To co-ordinate policies of food production and to supervise the preparation of information on Canada's food position, the government has set up the Food Requirements Committee, which works closely with the Combined Food Board of the United Kingdom and the United States. That board's purpose is to obtain a planned, expeditious utilization of the food resources of the United Nations. Before Canada was admitted to board membership a Canadian representative had participated as a full member on all its commodity sub-committees.

On August 22, 1943, during the Quebec conference the Prime Minister and the President announced the formation of a joint war aid committee. This committee is to study problems that arise out of operations of United States lend-lease and the Canadian mutual aid program and, where necessary, make recommendations to the proper authorities.

WOMEN



"The women of Canada in particular deserve credit for the way in which they have undertaken new tasks and additional work in order that this country can put forth the maximum effort of which it is capable."

HON. J. L. ILSLEY, *Minister of Finance.*

OF close to 1,200,000 gain- indirectly in war industry. fully occupied civilian Women enlisted in the armed women in Canada more than forces number more than 260,000 are engaged directly or 35,909 as follows:

Women's Royal Canadian Naval Service..	More than	4,247
Canadian Women's Army Corps.....	" "	14,000
Royal Canadian Air Force		
(Women's Division).....	" "	15,000
Nursing services.....	" "	2,620
Women doctors in the armed services.....		42

Hundreds of women also have registered throughout Canada with organized voluntary service centres to perform war tasks at home.

The Women's Royal Canadian Naval Service was established in June, 1942, and aims to have a strength of 5,500 by March, 1944. By October 22, 1943, 4,247 were attested. Their purpose is to take over shore jobs and release sailors to man ships.

During October a new W.R.C.N.S. barracks was opened at Sydney, Nova Scotia, to house officers and ratings. Sydney is the seventh city in which an

organized unit of the W.R.C.N.S. has been established to take over shore duties formerly performed by men.

A recent development is the establishment of a group of W.R.C.N.S. dietetic advisors who will supervise the food of men and women in the navy. A new cooking school at H.M.C.S. *Cornwallis*, naval training establishment at Deep Brook, Nova Scotia, has a Wren as chief instructor. The first classes are all men. Women will enter future classes.

The Canadian Women's Army Corps was established in August,

1941. C.W.A.C. personnel are serving in the United Kingdom, the United States and Newfoundland. There are more than 50 trades. More than 14,000 had enlisted by October, 1943.

Enlistments in the Royal Canadian Air Force (Women's Division) totalled more than 15,000 in October, 1943—100 times the strength of the division on the same date in 1941, when the first 150 recruits were in training in Toronto. The R.C.A.F. (W.D.) was the first Canadian women's service organized in this war to release men for more active duties and was the first service to send a contingent overseas. There are about 45 trades.

Underlining their closer integration with the service, women of the R.C.A.F. now are instructing both men and women in aircraft identification and wireless operation at air force schools.

Nurses wearing Canadian war uniforms totalled more than 2,620 by the end of October. These include nursing sisters, dietitians, physiotherapists and home sisters. There are more than 1,856 in the Royal Canadian Army Medical Corps, 206

in the Royal Canadian Navy nursing service, and 314 in the Royal Canadian Air Force. There are also about 250 Canadian nurses serving with the South African military nursing service. Canadian nursing sisters are serving with their units in the Mediterranean.

There are 42 women doctors in the armed services, four in the navy, 24 in the army and 14 in the R.C.A.F.

By September 30, 1943, 40,756 women had enrolled in the war emergency training program of the federal Department of Labor since its inauguration in July, 1940. Trades for which the program trains women include aircraft metal work and wood-working, aircraft overhaul, acetylene welding, bench work and fitting, electric welding, instrument making, industrial chemistry, mechanical drafting, inspection, power machine operation and radio assembly. At the end of September, 636 women were in training in full-time and 310 women in part-time industrial training centre classes; and 1,225 women in full-time and 66 in part-time plant school classes, a total of 2,237 women training in 156 plant schools and industrial training centres.

Through the women's voluntary services division of the Department of National War Services women's voluntary service centres in cities and towns across Canada have successfully given voluntary support to national programs such as nutrition, salvage, housing, conservation, distribution of ration books, checking prices of consumer goods, encouraging increased war savings, staffing wartime day nurseries and planting victory gardens.

Since the Dominion-provincial equal-cost agreement for wartime day care of children was drafted in July, 1942, Ontario, Quebec and Alberta have signed. Twenty-one day nurseries are in operation, 15 in Ontario and 6 in Quebec.

Five more school units ap-

proved in Ontario bring the total to 26 in that province. Here school-age children of war-working mothers may obtain a hot meal at noon and supervised care before and after school hours. A medical supervisor and two assistants recently were appointed to supervise the diet of the children in all the day care centres in Ontario (pre-school and school units).

In order to utilize to the fullest capacity their home nursing and first-aid training facilities, the St. John Ambulance Association and the Canadian Red Cross formed a joint board in September to co-ordinate these services. Major-General L. R. LaFleche, minister of national war services, initiated the step to avoid overlapping and duplication of effort and approved the agreement.



¶ Before the present war Canada had one doctor for every 1,100 persons, but a great many of these medical men have left civilian practice for the armed forces. As a result there are between four and five medical officers for every 1,000 men in the services. That is approximately five times as many doctors for the care of the armed forces as the pre-war ratio for the general public.

FINANCE

"We have taxed ourselves heavily but fairly, thus enabling the treasury to meet about half the huge wartime expenditures out of revenue, and at the same time improving our tax system as a whole so that its burdens are distributed more in accordance with ability to pay than were the much lighter burdens of peacetime."

HON. J. L. ILSLEY, Minister of Finance.

THE cost of war to Canadians in the three years and seven months to March 31, 1943, including investments and repayment of foreign debt, totalled more than \$7,700,000,000, equal

to nearly five times Canada's war and demobilization expenditures for World War I.

Following are Dominion government expenditures and revenues since 1939:

	1939-40	1940-41	1941-42	1942-43	1943-44
	—Millions of Dollars—			(Estimated)	(Budget)
War Expenditures:					
Army.....	68	383	511	1,038	1,787
Navy.....	11	88	129	210	489
Air Force.....	33	176	371	617	1,129
Dept. of Munitions and Supply.....	...	80	253	679	166
War Services Dept....	...	2	3	9	12
Miscellaneous Depts.	6	23	73	171	307
United Nations financial assistance (budgetary).....	1,000*	1,000**
TOTAL WAR.....	118	752	1,340	3,724	4,890
Other Govt. Expenditures.....	563	498	545	663	655
TOTAL EXPENDITURES.....	681	1,250	1,885	4,387	5,545
TOTAL REVENUES..	562	872	1,489	2,249	2,527
Over-all deficit.....	119	378	396	2,138	3,018
Total revenue to total expenditure.....	82%	70%	79%	51%	46%
U.K. financial assistance (non-budget)*	104	361	1,053

*Financial assistance in 1942-43 provided for in budget and included in war costs. In previous years assistance to the United Kingdom was provided outside the budget as it involved investment or debt redemption rather than expenditures.

**Mutual Aid Act to provide United Nations war equipment, raw materials, food.

OCTOBER HIGHLIGHTS

- Oct. 2. Munitions Minister Howe announces more than 300,000 tires made from synthetic rubber imported from United States have been made in Canada. Government-owned plant at Sarnia, Ontario, has shipped enough styrene to facilitate United States production of 4,000 tons of tire-making rubber.
- Oct. 4. Members of three armed services handle perishable goods at Halifax docks as a result of strike of freight handlers.
- Oct. 5. Dr. E. A. Hodgson, seismologist at Dominion Observatory, develops device for detecting approaching "rockbursts" in mines, one of major hazards in hard-rock mining. Device warns of danger and enables men to be withdrawn before accident occurs.
- Oct. 12. Plane carrying Munitions Minister Howe and other Canadian representatives to Commonwealth air meeting establishes new Montreal-United Kingdom air record of 11 hours, 56 minutes.
- Oct. 15. Jehovah's Witnesses, Technocracy, Inc., Ukrainian Farmer Labor Temple Association and three Finnish associations removed from list of illegal organizations under Defence of Canada regulations. Meat packing declared essential industry under National Selective Service.
- Oct. 16. War Services Minister LaFleche announces that the Canadian Red Cross Society has undertaken to provide 100,000 parcels of food for French prisoners of war in Germany. At minister's request Canadian Red Cross also undertakes to provide relief supplies to Poland where vitamins and medical supplies are needed by children and nursing mothers.
- Oct. 17. Prime Minister King announces institution of Canada Medal for recognition of meritorious service above and beyond faithful performance of duties.
- Oct. 18. Fifth Victory Loan campaign opens. Munitions Minister Howe says British Commonwealth has common viewpoint on post-war civil aviation.
- Oct. 19. External Affairs Department announces agreement for provision of supplies to Russia signed in London between United Kingdom, United States, Canada and Russia by which first three governments undertake to supply armaments, equipment, materials and foodstuffs to Russia. Third agreement of this kind, but first time Canada has been signatory, although supplies from Canada previously formed part of commitment of United Kingdom and in some cases of United States.
- Oct. 26. Appointment of Major-General G. P. Vanier, Canadian minister to Allied governments established in United Kingdom, as Canadian representative to French National Committee of Liberation at Algiers announced.
- Oct. 27. General list of labor priority ratings announced by National Selective Service.

Canada Works For World Security, Trade, Prosperity

A Statement by Prime Minister King

THE greater the exchange of goods among nations the greater will be the prosperity of all nations. No country is more willing to take action to promote trade than Canada. Before the war Canada derived 35% of her national income from her trade with other countries. Despite her small population the volume of Canada's external trade was the fifth or sixth largest in the world, and today, owing to the war, it is said to be third.

Few Americans may realize that the total trade between the United States and Canada was greater than the total trade between any other two countries on the face of the earth . . .

There cannot be too much trade between nations. All the available evidence of the state of public opinion in Canada points to the desire of our people to see even better trade relations with the United States and better trade relations with the whole world. Canadians of all parties and all classes are coming to see that in the long run we have to import if we are going to export . . .

Four conditions are needed to develop world trade and to bring prosperity and employment:

(1) Nations must not be driven by fear of attack to cut themselves off from trade. We in Canada would like to see extended throughout the world the kind of relationship that exists between Canada and the United States and between the members of the British Commonwealth of Nations. Security is a form of insurance which depends on the pooling of risks. International security can be attained only by nations working together.

(2) We need commercial stability and the progressive removal of barriers to trade. We need stability to enable business to look ahead and plan with confidence. We need a ceiling on tariffs and trade restrictions. A further step of advantage to all would be an agreement among nations for the progressive annual reduction of tariffs until agreed levels were reached.

(3) We need functional machinery to carry on the necessary arrangements between nations, including the maintaining of international monetary stability and the provision of credit. To accept representation on an international agency authorized to make decisions which would ensure their security and prosperity is not to be regarded as a surrender of sovereignty. If that is a surrender of sovereignty, the common people of the world are looking for more surrenders of sovereignty.

(4) We need domestic policies to provide maximum employment and production and to prevent inflation. People are more ready to accept farsighted policies of co-operation if their own immediate needs are met.

These four conditions can be realized. What a boon it would be to mankind if they were. The government of Canada is prepared to work to these ends with other nations . . .

Nations must work together or the world will be wasted by war in every generation. . . The security and prosperity even of the greatest powers will depend upon all nations working together. . .

Security and prosperity are indivisible. The security of nations will make trade among nations flourish. As trade flourishes, we shall add to the prosperity of our own and all other peoples.

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